

FISCAL NOTE FOR CAPITAL PROJECTS ONLY

Department:	Contact Person/Phone:	CBO Analyst/Phone:
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Legislation Title:

AN ORDINANCE relating to the Elliott Bay Seawall Project; authorizing the Director of Transportation to acquire, accept, and record, on behalf of the City of Seattle, an easement for portions of Block 176, Seattle Tide Lands, from the Washington State Department of Natural Resources, for enhancement and restoration of the aquatic ecosystems of Elliott Bay; authorizing the Director of the Department of Transportation to acquire, accept, and record both temporary and permanent property rights from abutting property owners located along Alaskan Way between Virginia Street and South Main Street, necessary or convenient for the Elliott Bay Seawall Project through negotiation or condemnation; placing the conveyed real property under the jurisdiction of the Seattle Department of Transportation and designating the property for transportation, utility, and general municipal purposes; authorizing payment of all other costs associated with acquisition; and ratifying and confirming prior acts.

Summary and background of the Legislation:

This legislation authorizes the Director to acquire property rights necessary for the Elliott Bay Seawall Project (the “Seawall Project”) along portions of Alaskan Way between Virginia Street and South Main Street through negotiation or condemnation, including an Aquatic Lands Easement for Enhancement and Restoration of State Owned Aquatic Lands from the Washington State Department of Natural Resources, designates the property for transportation, utility and general municipal purposes, and places it under the jurisdiction of the Seattle Department of Transportation (“SDOT”).

Alaskan Way, downtown Seattle's western-most arterial, runs along the shores of Elliott Bay and serves as a vital transportation and economic link for the City of Seattle. The seawall was constructed to run along Alaskan Way to form a buffer against the waters of Elliott Bay, extend the city's waterfront, ease north/south automobile and railroad travel, and make it easier to load and unload cargo from the many ships that sail into the Port of Seattle.

After the Nisqually Earthquake of 2001, the City inspected the seawall and determined that it had suffered severe damage, was compromised, and would not withstand another seismic event. In addition to being compromised by the earthquake, the timber has been eaten away by gribbles, which are microscopic marine borers that consume wood. Even without another natural catastrophe, the seawall is not expected to last another 50 years and will continue to deteriorate.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:
Elliott Bay Seawall Project	TC367320	Alaskan Way/ S Washington ST/ Virginia ST	Q1/2013	Q4/2016

Please check any of the following that apply:

☐ **This legislation creates, funds, or anticipates a new CIP Project.**

☒ **This legislation does not have any financial implications.**

Appropriations for the Project are included in the 2013 Adopted Budget and the 2013-2018 Adopted Capital Improvement Program.

Other Implications:

a) Does the legislation have indirect financial implications, or long-term implications?

The City will be providing property owners just compensation for the property acquisitions necessary to complete the Seawall Project. Long-term leases will be secured for property to be used for habitat beach features and will be added to SDOT's inventory for future maintenance.

b) What is the financial cost of not implementing the legislation?

The proposed Elliott Bay Seawall is essential to both public safety and to the local and regional economy. The current aging seawall is compromised and not designed to withstand seismic events. Failure of the seawall could lead to widespread property damage, injury and loss of life, while severely disrupting public transportation and commerce, leaving the City vulnerable. The City needs to mitigate that risk by replacing the seawall.

c) Does this legislation affect any departments besides the originating department?

The Department of Parks and Recreation and the Department of Finance and Administrative Services has jurisdiction over several pieces of property that is needed for the Seawall Project. SDOT will be working with these departments to acquire the property rights necessary for the Seawall Project.

d) What are the possible alternatives to the legislation that could achieve the same or similar objectives?

None.

e) Is a public hearing required for this legislation?

Public comments can be given at the public comment section of the Transportation Committee meeting scheduled to vote on this Council Bill.

f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

Yes. Under RCW 8.25.290, the City is required to publish notice of this action in both the Daily Journal of Commerce and the Seattle Times newspapers.

g) Does this legislation affect a piece of property?

Yes.

h) Other Issues:

None.

List attachments to the fiscal note below:

None.